

Telephone No. 133.



TRADE

MARK.

CLARETS.

	1 doz.	2 doz.	4 doz.
Vin. Ordinaire	\$4.00	\$4.50	\$7.50
Medoc	4.60	5.00	8.00
St. Emilion	5.50	6.00	9.00
Margaux	6.00	6.50	9.50
St. Julien	6.00	7.50	10.50
St. Estephe	8.00	9.00	12.00
Ch. Latour	11.00	12.00	15.00
Ch. Laroze	11.00	12.00	15.00

AMERICAN.

	1 doz.	2 doz.	4 doz.
California	\$4.00	\$4.50	\$7.50
Zinfandel	5.00	5.50	8.50

BORDEAUX BOTTLED.

	1 doz.	2 doz.	4 doz.
Ch. D'Arne	\$15.00	\$15.00	\$15.00
Margaux	15.00	15.00	15.00
Ch. Puyet	24.00	24.00	24.00
Ch. Mouton	24.00	24.00	24.00
St. Leon	18.00	18.00	18.00

H. PRICE & CO.,

12, Queen's Road.

MEMOS. FOR MONDAY.

Meeting.

Noon.—Meeting of Special Jurors at the City Hall.

Amusements.

8 p.m.—Performance by the Brough Comedy Co., in the City Hall.

Miscellaneous.

Goods per Catherine Apur undelivered after 2 p.m. this date subject to rent.

General Memoranda.

THURSDAY, May 3.—Goods per Japan not cleared at 4 p.m. subject to rent.

Exchange.

Hongkong, May 4, 1901.

On London—

Bank, Wire, ... 1/11 1/2

On demand, ... 1/11 1/2

30 days' sight, ... 1/11 1/2

4 months' sight, ... 1/11 1/2

Creditor, 4 months' sight, ... 1/11 1/2

Documentary, 4 months' sight, ... 1/11 1/2

On Paris—

On demand, ... 2/48 1/2

Creditor, 4 months' sight, ... 2/48 1/2

On Berlin—Demand, ... 2/48 1/2

On New York—

On demand, ... 48 1/2

Creditor, 60 days' sight, ... 48 1/2

On Bombay—

Wire, ... 147 1/2

On demand, ... 147 1/2

On Calcutta—

Wire, ... 147 1/2

On demand, ... 147 1/2

On Singapore—

On demand, ... 1 1/2 p.m.

On Manila—

On demand, ... 2 1/2 p.m.

On Shanghai—

On demand, ... 72 1/2

30 days' sight, (private paper) ... 72 1/2

On Yokohama—

On demand, ... 24 1/2 p.m.

Gold Loan, 100 fms. (per ton), ... \$52.00

Sovereigns (Bank's buying rate) ... \$10.02

Silver (per oz.) ... \$27.12



A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

HENNESSY'S

COGNAC

BRANDY.

Per case 12 bottles.

(A)—Hennessy's Old Pale,

Red Capsule ... \$18

(B)—Superior Very Old

Cognac, Red Capsule... \$21

(C)—Very Old Liqueur

Cognac ... \$24

V.O.—D.—Hennessy's Fin-

est Very Old Liqueur

Cognac, 1872 Vintage,

Red Capsule ... \$36

V.V.O.—E.—Finest Very

Old Liqueur Cognac,

1862 Vintage ... \$48

All our Brandy are guaranteed

to be PURE COGNAC, the difference

in price being merely a question

of age and vintage.

Sample bottles will be supplied

at proportionate wholesale rates.

A. S. WATSON & Co., Limited,

QUEEN'S ROAD CENTRAL.

BIRTHS.

At the Hotel de la Paix, Bangkok, on the 18th April, the wife of Mr. M. Schiller, of a Daughter.

On the 16th April, the wife of Capt. Floyd W. Harris, 4th Cavalry, A.D.C., 202 Calle Real, Manila, of a Daughter.

The publication of this issue commenced at 4.50 p.m.

The China Mail.

HONGKONG, SATURDAY, MAY 4, 1901.

Editorial Comment.

The taxpayers of Hongkong are annually involved in a huge expenditure of money in the endeavour to combat the infectious diseases scourge. The annual recurrence of plague and small-pox in epidemic form have been the cause of much learned debate among the leading medical and official dignitaries in the Colony, resulting in the purchase of expensive plant and the employment of a staff of men out of all proportion to the population of the Colony as compared with other places. After all that has been said and done, it seems ridiculous, therefore, to hear of complaints, such as have lately reached us regarding the movement of infectious cases. At the meeting of the Sanitary Board on Thursday evening, there was much talk about the dumping of dead bodies on the streets of the Colony. This reprehensible practice was condemned in strong terms, and properly so; yet it seems strange that the Board should tolerate a practice which is just as objectionable. It seems that plague cases from Yunnan, from Tsimshatsui, Kowloon City, Hung Hom, and even from the more remote parts of the Kowloon Peninsula, are all brought to Hongkong, the majority of them in the public ferry launches. This is a disgraceful condition of affairs, and is one that ought not to have been tolerated so long as to require it to be brought to the notice of the responsible authorities through the medium of the newspapers. We are informed that people suffering from all manner of infectious diseases are conveyed by hand and water, in public conveyances, through the leading public thoroughfares, to the Hospitals at Kennedytown. Bodies, 'rotten with plague,' or dead of other diseases, are brought over to the mortuary in Hongkong. The clothing and goods and chattels of disease-afflicted persons are also taken to Hongkong, dumped down on a public place like Pedder's Wharf, and afterwards removed to the disinfecting station. To put it negatively, there can be little doubt that this process tends in no way to stop the spread of disease. Sick people, dead bodies and infected clothing carried in public launches and along public thoroughfares for such distances in all human probability leave the deadly parasite in their tracks. In the course of a year, we are informed, about 500 sick and dead, and their belongings, are brought over from the Kowloon Peninsula in this fashion. Now, with the population increasing as it is by leaps and bounds, the time has surely come (if it had not long ago) when the Government should seriously consider the question of providing for Kowloon and the New Territory a public mortuary, a hospital for infectious diseases and a burial ground for plague and small-pox cases. The expense would again have to be considered, but it is not the case that already the capacities of the hospitals, burial grounds and mortuary of Hongkong are overtaxed? According to the recently-published report of the Acting Principal Civil Medical Officer many people (poor people, especially) were turned away from the Hospital doors because there was no room for them. It is, therefore, apparent that more accommodation is required. Why, then, not give Kowloon accommodation of its own and so relieve the congestion? If, thereby, the danger of the spread of infection is obviated or minimised, the argument for the change becomes all the stronger.

CHURCH SERVICES.

ORDER OF CHURCH SERVICE AT ST. JOHN'S CATHEDRAL—SUNDAY AFTER EASTER, MAY 5.

Matins: Responses, Psalms; Venite, Stanley; Psalms, Barnby, Goss and Foster; Te Deum, Woodward, &c.; Benediction, Langdon; Kyrie, Stainer in F; Hymns, 217, 320, 260.

Evening: Responses, Psalms; Psalms, Macfarren and Hopkins; Magnificat, Stuart; Nunc Dimittis, Monk; Hymns, 477, 540, 291; Vesper Hymn, Ward.

UNION CHURCH.—SUNDAY, MAY 5.

11 a.m.—Voluntary, 'Alleluia'; Hymns, No. 120 (St. Theophilus), Teacher; Psalm, No. 93 (Dobson Chant); Orotch; Anthem, No. 1 'Holy is the Lord our God,' Abbe Vogler; Hymn, No. 292, Part 2 (St. Agnes, Durham); Hymn, No. 53 (Esperanza); Psalm, No. 134 (Esperanza); 'The trial of faith'; Voluntary, 'March from Rehearsal'; Concluding Voluntary, 'Alleluia', Schubert.

6 p.m.—Voluntary, 'Andante'; Hymns, No. 436 (Angulus), Schaffer; Hymn, No. 343 (Hobury), Dykes; Hymn, No. 118 (Allford), Dykes; Hymn, No. 275 (Dundee), Scotch Psalter; Hymn, No. 487 (Kynside), Monk; Sermon, 'The trial of faith'; Voluntary, 'March from Rehearsal'; Darnby.

FELICIAN METHODIST CHURCH.—WANCHAI, SUNDAY, MAY 5.

Morning—10.30. Evening—8.

LOCAL AND GENERAL.

Notes by the Way.

There were no fresh cases of small-pox reported to-day.

The King of Siam is going to Java for a six weeks' holiday.

The son of Rajah Brooke of Sarawak was one of the Cambridge crew in the University boat-race.

Lord Lamington is spoken of as a probable successor to Sir West Ridgway as Governor of Ceylon.

It is reported from Singapore that when the Duchess of York got to Gibraltar she wished to be sent home overland.

Shipmasters visiting Singapore should make themselves acquainted with the new anchorage regulations, if they wish to avoid picking up the cables.

During the past 24 hours, there were 13 fresh cases of plague, and 12 deaths therefrom in the Colony. The number of plague deaths for the current year now totals 272.

The usual weekly prayer-meeting in connection with the Hongkong Christian Union will be held in the Music Room, at the City Hall, on Monday at 6 p.m. Dr. C. R. Hagar will preside.

Captain Jones Parry, a cousin of Sir Frank Swettenham, has been appointed Assistant Commissioner of Police, Penak, and is expected there this month. Captain Parry is to be stationed in Taiping.

There was another serious fire at Singapore on the 27th April. The Sun Fire Insurance Co. was interested in the contents of one house to the extent of \$15,000 and the Imperial Insurance Co. for \$5000.

Lieut. Clement Smith, son of Sir Cecil Clement Smith, was the first of the Ceylon Mounted Infantry to be presented with a South African war medal by H.R.H. the Duke of Cornwall and York during the Royal visit to Colombo.

The steamer City of Venice has, it is reported, been sold to Messrs. Woe Bin and Co., of Singapore, who have already acquired the steamers City of Edinburgh and City of London, now known under the names of the Hong Wan I, and the Hong Be.

The Straits Times of the 27th April says—H.M.S. Albatross, which was to have left here for the north four days ago, was delayed in her departure by the indisposition of her commander, Captain Hui, who, as his many friends will regret to hear, has been down with fever.

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LOCAL AND GENERAL.

News from the Philippines.

The Island of Samar is still in a state of insurrection.

The Commissary embarrasment cases are still going on.

Quinta Salas, the last of the insurrection leaders in Panay, is expected to surrender.

Generals Torres, Mascardo, and Torrico and Colonel Morales are reported to have surrendered.

The 41st and 42nd Volunteer regiments will probably embark for the United States this month to muster out.

Mr. A. R. Cokoum has been on a trip to the Southern Philippines as the guest of the Civil Commissioners.

The transports Sumner and Indiana are going to Taku to embark the American troops for Manila. Only 150 men will be left as a Legion guard at Peking.

A Washington dispatch states that Surgeon-General Van Rye has prepared a statement showing that the casualties of the American army in China are greater than in the war with Spain.

Mr. Macandray, the well-known Manila merchant, has been sentenced to thirty days' imprisonment for resisting arrest under warrant. The judge said if people did not like martial law they need not stay in the Philippines.

The Lady Superiors of the Italian Convent gratefully acknowledge the following sum for the Convent Extension Fund:—

Mrs. O'Sullivan, \$50

An Old Pupil, 10

Foot and Mouth Disease.

A Special Meeting of the Sanitary Board is summoned for noon on Monday next, for the purpose of considering a report of the Medical Officer of Health concerning an outbreak of foot and mouth disease among the Seige Train cattle at Kowloon.

The Willy Father.

It is said that a young officer at the front recently wrote home to his father:—

"Dear Father—Kindly send me £50 at once; I lost another leg in a stiff engagement and am in hospital without means."

The answer was—My dear Son,—As this is the fourth leg you have lost according to your letters, you ought to be accustomed to it by this time. Try and wobble along on any others you may have left."

A Suppressed Poem.

If the remainder of the poem was like the following specimen, the Editor of the Singapore Free Press was justified in suppressing it:—

The bold Navy our sea sentries, the Army our land guard;

They fight for King and country, and—my word!—they do fight hard

The armaments of Gibraltar, with its almost countless guns

And many it is known weigh a bit over three score tons.

British Subjects for British Salaries.

There is an old Scotch saying: 'We'll have none but bluebonnets here,' which might be applied in a broader sense where employment is offered in Government service. A stringent order has been given from the War Office that no one is to be employed in any capacity in the Army Ordnance Department who is not a subject of the King. It seems to us that, wherever feasible, only British subjects should be employed in Government situations.

He wrote an ode in elegy

Of his adored one's dupes,

And now she's dead as he can be—

The type made it 'pimple'.

A woman is actually suing for a divorce in a New York court because her husband is a poor conversationalist. The lady doesn't evidently appreciate a patient listener and the sufferings he has probably endured in silence.

Mrs. Podunk: 'Seems to me isn't exactly right to be adding so much water to the milk, especially

CHUTNEY.

(Manufactured by the Firm of Responsibility, Chatter and Co.)

The St. George's Society of England, whose patron and Committee are quite of the 'Impress' school, advocates, probably as a sort of invocation to our patron Saint, that the Coronation Day of His Most Gracious Majesty, King Edward the Seventh, should be held on St. George's Day, instancing the fact that King Alfred the Great, Queen Anne, James II, and Charles II, were all crowned on the day. The last two names might, with propriety, have been omitted, as we are not aware that the owners of either of them shed much lustre on the English Throne. Anyhow, the 'glorious historic consecration' which the Society contemplates, will, we venture to assert, be welcomed by all classes who believe in St. George for Morris England.

The result of the Queen's College examination, judging from the examiners' report, was not all that might be desired, and, if anything can do so, emphasize the need for increased educational facilities in this most neglected Colony. That answer of the nature quoted could have been given by boys who were not positively idiotic is simply incredible. When we are told that Innesides was a wise and generous nobleman, and that a kinsman looks like a rat with a hole in its stomach, it appears time that something were done.

The question of what to do with our daughters does not appear to be so acute as it was a few years ago, but, in case any anxious parent may be in doubt, we would advise him or her to get the youngster into the Gaiety Chorus as quickly as possible. The marriage of Miss Bode to the Marquis of Haudford, signifying the fact of the fourth occasion to the ranks of the Poemage of the members of this most fortunate chorus, while quite a number have married respectable and, better still, rich, commoners. It is a profession worth thinking of.

We are to have new military equipment, now infantry drill, now artillery drill, now a new and a few new officers. When the reformers have done with the army, it will be all new, but—will it be better?

While on the subject of things new, we note that a good many new roads are in course of construction on the hillside facing the harbour, and quite a number of new houses going up on sites graded out of the virgin alluvial—what passes muster in Hongkong as such. One of these days, there will be a new landscape, and that will give us all something to think about. Nani! 'Til won't be it in it should a landscape occur in Hongkong.

Mr. Pierpont Morgan has bought up the Leyland line of steamers. Is there anything in this earth of ours that Mr. Morgan is not prepared to buy up? Seriously, we wish that he would buy up the Island of Hongkong and its adjacent territories; we might stand a chance, then, of getting some of our public responsibilities carried out, especially if it were made a limited liability concern. How would 'Hongkong Limited' sound in a Prospectus?

When you get to the end of your life, there is nothing to do but die, but that is no reason why the friends, or otherwise, of the Chinaman who has, amidst heavenward, or elsewhere, should dump his innumerable day down in a public thoroughfare, and leave the authorities to dispose of the corpse. Stringent measures should be at once taken to check this sort of thing. The Firm do not think that flogging the houses on each side of the road where the cadaver is 'discovered' is severe enough. Better destroy the houses and exile the inhabitants! We are nothing if not thorough.

Trials by jury was instituted as the safeguard of the public, but such progress has justice and equity made since its institution, that, to-day, at any rate in Hongkong, it is a nuisance to those who are called upon to serve, and, sometimes, as witness a murder case tried here some few years ago, leads to a 'bad miscarriage of justice. When it comes to petty trade disputes, upon which special juries are summoned, the evil is accentuated, although the special juryman is probably more able to afford the time to attend than his more humble sufferer on the common list. We could say a lot more, but the point we wish to raise is: Is the jury system necessary in Hongkong? A glance at the list of some of the juries adjudicating upon cases in this delightful island, where the frequent waters murmur only at the discretion of the taroock, should convince the most skeptical that they are not. Mr. Osborne's protest was: what was to have been expected from the present system.

The *Context of the Powers in China* is a good-yours-plenty sort of arrangement, the conductor being, apparently, away to repairs or something of the sort.

The Firm are very sorry to see from your report that the *Queen Mary* has been chawing?

We wonder how many people know the words of the National Anthem, right through? We will venture to assert that not one man in fifty can say the first

than 'Happy and glorious, God save the King' in the first verse. The first verse of this quorum is a paragraph in the 'Peking Gazette', wherein it is requested that the next time the National Anthem is sung in the church, the public should be provided with copies of the words. The result of this not being done appears to be that the first verse was sung of all right, but that the subsequent verses got mingled up with fragments of 'Auld Lang Syne', 'God Bless the Prince of Wales', 'Way down upon the Swane River' and 'The Amorous Goldfish'. It was very effective, but scarcely classical.

Your remarks, Mr. Editor, about the Government encouraging the Chinese to believe that they are ruling us rather than we, the dominant power, are ruling them, brings to light a *l'incertez* of a particularly hapful type. The tendency of our rulers to let things slide, rather than worry, must inevitably result, in the long run, in our having to solve a problem of such magnitude that the mere contemplation of it is enough to horrify us. The question of domination will have to be faced most surely if the Government continues its give-away policy on all subjects where the Chinese are concerned.

To get rid of cant and to mind their own business in the latest advice tendered to the Unofficials for the Sanitary Board. It is because they do mind their own business, which is the business of the public, that each Unofficial is not a *procurator* with the powers that be, and, if there is any cant indulged in, it comes from the Official side rather than the other. It is time these unplesurable amenities were discontinued.

HONGKONG SHARE MARKET.

In their weekly share report, dated 3rd May, Messrs Benjamin, Kelly and Potts write:

We are pleased to be able to record a continuance of the healthy tone which has characterized our market for the past month. A good all round business has been done during the week, and some of the more important transactions have been—namely Hongkong and Shanghai Bank, Hongkong Fire and Marine Insurance, and Whampoa Docks—have further risen in prices.

In our last Circular, we made an error in stating that the Union Insurance Society of Canton, Limited, would pay an Interim Bonus of \$10 per share on the 1st instant. It should have been an Interim Bonus of Twenty per cent. on contribution.

Banking.—Hongkong and Shanghai Banks have been in steady demand and shares have changed hands at 385 and 387 1/2 per cent. premium cash, closing with buyers at 390 per cent. premium; for the settlement transactions at 390 per cent. premium have also taken place. The London quotation has advanced to 22 1/2. In National nothing has transpired, but the stock rules very firm at 27.

Marine Insurance.—Unions have further improved and are wanted at 310. China Traders have been bought at 57 1/2 and 58, and are required for at the latter rate. Canton after sales at 56 1/2 can now be placed at 57.

Fire Insurance.—Hongkong Fire has been bought at 330. China Firms have been bought at 330 and 327 1/2. Canton and Macao Steamboat have been fixed at 334 and 325. Indo-China have changed hands at 312 and close in strong request at 313. China and Manila, old issue, have been bought at 304 and have further buyers at 306; the new shares are in demand at 303.

Douglas Steamships have been negotiated at the advanced rates of 323 and 333. Star Lines have ruled steady with sales and buyers at 324 for the old and 310 for the new shares.

Exchange.—China Sugars are quiet and can be procured at 125. Lanes have been disposed of at 330 and are now offering at 338.

Mining.—Dangjuna have been purchased at 80 and have further enquiries. Charbonnages are in the market at 230. A Singapore Mining, Canton and Macao Steamboat have been bought at 334 and 325. Indo-China have changed hands at 312 and close in strong request at 313. China and Manila, old issue, have been bought at 304 and have further buyers at 306; the new shares are in demand at 303.

Douglas Steamships have been negotiated at the advanced rates of 323 and 333. Star Lines have ruled steady with sales and buyers at 324 for the old and 310 for the new shares.

Exchange.—China Sugars are quiet and can be procured at 125. Lanes have been disposed of at 330 and are now offering at 338.

Mining.—Dangjuna have been purchased at 80 and have further enquiries. Charbonnages are in the market at 230. A Singapore Mining, Canton and Macao Steamboat have been bought at 334 and 325. Indo-China have changed hands at 312 and close in strong request at 313. China and Manila, old issue, have been bought at 304 and have further buyers at 306; the new shares are in demand at 303.

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THE SUBMARINE BOAT.

A naval correspondent contributes to the Times the following article, based chiefly on information supplied by Lieut. Caldwell, who was Admiral Dewey's private secretary during the stirring times in Manila Bay:

The decision of the Admiralty to purchase and experiment with submarine boats is the novel feature of the Navy Estimates, but it cannot be said to have been altogether a surprise. After what has been done in this direction by France and the United States and the public interest that has been aroused, it was only natural that the Admiralty should wish to make investigations on their own account. The wisdom of such a step is obvious; public anxiety is always and in an opportunity afforded for naval officers in this country to determine the true value of the advance that has been made in the construction of vessels, the only kind of death, which can arise from the expediency of limiting the experiments to one particular type of boat. The type chosen, that invented by Mr. John P. Holland, is probably the best available in the world, but surely the ingenuity and scientific skill of British inventors and constructors is quite equal to producing something as good, if not better. When the Admiralty decided to build a number of torpedo-boat destroyers, they distributed with excellent results to several of our leading naval architects, and, in the case of Mr. John P. Holland, they were not disappointed. The result might have been still more valuable. It may be noted in this connection that, when Rear-Admiral Philip Hichborn, the Chief Constructor of the United States Navy, was being examined before the Committee on Naval Affairs in reference to the purchase of 20 boats of the Holland type, he expressed himself as entirely satisfied with the design, and all the boats at once, he suggested that an interval be allowed to design between the completion of the boats, because if they were all finished about the same time any error or objectionable feature would be copied in all of them. The argument seems to apply in the case of five boats built simultaneously by the same firm, all of which, it would seem to be indicated by the statement published in the First Lord's memorandum, are to be pushed on as quickly as possible. Indeed, it is stated, apparently on the authority of the Admiralty, that the whole of them will be delivered during the current year.

The general agreement as to the wisdom of the step which the Admiralty have taken leading the country to the danger of misapprehension, it is not necessary to repeat. It is evident from comments which have appeared that it is necessary to make it quite clear that this step does not commit the Admiralty to the adoption of the submarine boat as a desirable or essential component of British naval strength. The student of naval affairs learns to regard with suspicion any form of protection which is not adapted for offensive warfare, and present plans of the submarine boat, outside this category. In past years it may possibly have a place in landward defence, and the possession of the boats now under construction will enable our fleet to act in this capacity. The statement of the Admiralty, however, and others who were examined by the committee for the purchase of the Holland boats by the United States Government, show that the submarine boat is not a mere toy, but a serious weapon, and, if it did not all the things expected, it is not in all the things expected, when asked if he did not think it desirable to have 20 of these boats constructed rapidly.

I think 20 would be a desirable number. It is not many boats when you consider the length of the coast and number of harbours to be defended. You all recollect in this last war that the people from Maine to Massachusetts, through their Senators and Representatives, were besieging the Navy Department to have the old monitors sent down there and help to take care of them, so that the people could sleep at night. The old monitors had been equipped more than 30 years ago; we dug them out and sent them down there and everybody was to be happy after that.

From this it is evident that Admiral Hichborn's opinion was very much on the lines of the one which we have just heard of. He proposed to station a few ships in the Channel to look the feints of the 'fish' at home. Lieutenant Caldwell, the first lieutenant of the Holland boat, and whose evidence appears to have had a great effect upon the members of the committee, said, 'I think what this boat takes the place of more than any other class of submarine mines and torpedoes.' Admiral Dewey's own mind is infinitely superior to that of mine or torpedo or anything of the kind. Moreover all the witnesses strongly negated the idea that these vessels could be substituted for torpedo-boats. 'They could play their part,' said Admiral Hichborn, 'if nothing more, go out and attract the attention of the enemy and vary him, while the submarine boat carried out the other part of it and made the attack.' Much has been made of the fact that Admiral Dewey stated that 'if they had had two of these things in Manila, I never could have held it with the squadron I had'; but he afterwards explained that he had no small vessel that could have got into the Pasig river to deal with them. If his squadron had been adequately supplied with torpedo-boat destroyers manned by determined American seamen, he would, in all probability, have expressed himself differently. It is most important to bear in mind that, so far as professional opinion is concerned both in the United States and in France, where the greatest amount of knowledge about these boats has been obtained, the view is taken that their scope is at present limited to the defence of harbours. At the same time, it will be, of course, one of the objects before our officers, when they obtain the boats, to see if by any improvement they can be made to play a part in offensive warfare.

The improved Holland type, the type chosen for experimenting with, is the result of some 25 years of trial and test. It was first built about 1877 that 'Holland' put his first boat into the water, and since then he has built no fewer than five, each including improvements and modifications suggested by experiments with its predecessor. The boat which decided the United States Government to give their large order displayed 14 tons; these they are now building and those ordered by the British Government are larger and heavier. The dimensions of the British boat are 33 ft. in length over all, 14 ft. in beam, and 12 ft. in depth. The hull is submerged. Each boat carries 24 torpedoes, and is capable of

sitting right forward in the vessel and opening outward 2 ft. Below the light waterline. A torpedo can be fired from this position either on the surface, or when she is submerged. The boat is propelled by two methods—a gasoline engine for use when on the surface, and an electric motor for driving her when submerged. The gasoline engine will be supplied with fuel sufficient for a run of about 40 nautical miles with a maximum speed of about nine knots. The electric motor is supplied from storage batteries having a capacity which will admit of a speed of seven knots for a four hours' submerged run. The lighting of the vessel is effected by portable incandescent electric lamps, together with several ports and openings in the hull to admit the outside light. As regards the interior of the vessel, Lieutenant Caldwell thus describes his experience: 'I did nothing at all except sit quietly on a stool and watch the manipulation of the boat. You can see all it. It is all open. You can see every man in doing every thing. The captain stands on the steps under the tower with his hand in the air, and the boat is under his control. Each man has his station sitting on a stool. I took a position where I could watch the pressure gauge and watch the immersion. I could not have told sometimes if we were on the water or below it. I had not watched that gauge. I watched the man who sat under the tower with his hand in the air, and you saw how well it was done from the gauges. The captain stood on the steps under the tower with his hand in the air, and the boat is under his control. Each man has his station sitting on a stool. I took a position where I could watch the pressure gauge and watch the immersion. I could not have told sometimes if we were on the water or below it. I had not watched that gauge. I watched the man who sat under the tower with his hand in the air, and you saw how well it was done from the gauges. 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Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANYWILL dispatch VESSELS to the Undermentioned PORTS on the DATES
named:-

FOR	STEAMSHIP	CAPTAIN	DATE
SHANGHAI & JAPAN	Japan	G. K. WRIGHT, R.N.	About 7th May.
LONDON, &c.	Commander	F. W. VINTAGE, R.N.	Noon, 11th May.
SHANGHAI	Bengal	S. BACHMAN	About 11th May.
MARSEILLES & LONDON	Canton	C. F. LOCKYON, R.N.	About 18th May.

* See Special Advertisement.

For Freight or Passage, and further Particulars, apply to
H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office.

Hongkong, April 30, 1901.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG (HAMBURG-AMERIKA LINIE)	THURSDAY, 15th June.
SACHSEN	THURSDAY, 27th June.
KIAUSCHOU (HAMBURG-AMERIKA LINIE)	THURSDAY, 11th July.
STUTTGART	THURSDAY, 22nd July.
KONIG ALBERT	THURSDAY, 8th August.
PRINZESS IRENE	THURSDAY, 22nd August.
PRINZ HEINRICH	THURSDAY, 5th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 13th November.
STUTTGART	WEDNESDAY, 27th November.

ON WEDNESDAY, the 15th day of May, 1901, at Noon, the Steamship PRINZESS
HEINRICH, of the Norddeutscher Lloyd, Captain R. HEINZ, with MAILS,
PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at
NAPLES and GENOA.Shipping Orders will be granted till Noon, on Monday, the 13th May, Cargo
and Specie will be received on Board until 5 p.m. on Tuesday, the 14th May, and
Parcels will be received at the Agency's Office until Noon on Tuesday, the 14th May.
Contents of Packages are required. No Parcel Receipts will be signed for less than
\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., Agents.

1947

OCEAN STEAMSHIP COMPANY

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	Macaron	9th May.
GLASGOW AND LIVERPOOL	Archilles	14th May.
GLASGOW AND LIVERPOOL	Proserpine	28th May.

FOR	STEAMERS	TO SAIL
LIVERPOOL	Peramus	10th May.
LONDON	Arcton	14th May.
LIVERPOOL Direct	Ulysses	24th May.
(Taking Cargo at London Rates)	Calchas	28th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, April 18, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, Oporto,
LONDON, LIVERPOOL, GLASGOW, Tientsin, Hankow, Kobe, Yokohama, and Japan;
Black Sea and Baltic Ports; North and South American Ports).PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Sagovia, Capt. FORBES, 26th May, Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Wittenberg, Capt. HENDEL, 10th June, Freight.

For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.

Hongkong, April 29, 1901.

THE CHINA AND MANILA STEAM
SHIP COMPANY, LIMITED.

FOR MANILA

The Company's Steamship
PERLACaptain R. W. ALMOND, will be despatched
as above on TUESDAY, the 7th inst. at 5
p.m.The attention of Passengers is directed
to the excellent Accommodation provided
by the Steamer. She is fitted throughout
with the Electric Light and is supplied with
a Refrigerating Chamber.
A Doctor is carried.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, May 4, 1901.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK

VIA PORTS AND SUEZ CANAL.

The proposed sailings from Hongkong
FERRIERE, 8th May.

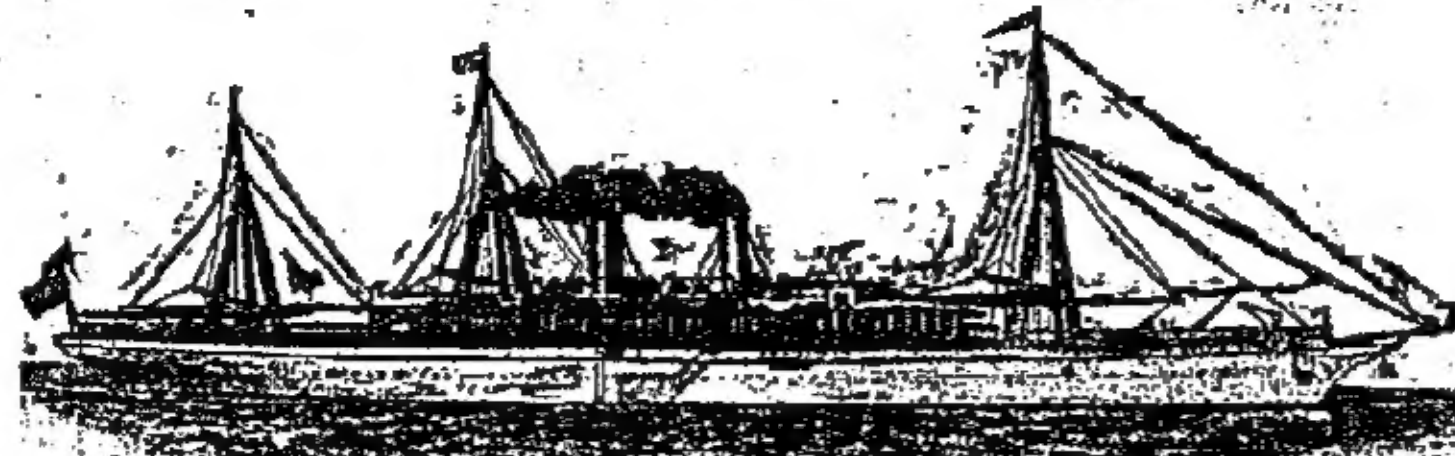
AFRIDI, 14th May.

HILGREN, 14th May.

LOWTHER CASTLE, 30th May.

* Calling at MANILA & Genoa.
For Freight and further information
Apply to
DODWELL & CO., LTD.
Hongkong, May 3, 1901.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)
EMPRESS OF JAPAN, Comdr. H. PYRUS, R.N. WEDNESDAY, 15th May/1901
EMPRESS OF CHINA, Comdr. R. ARCHIBALD, R.N. WEDNESDAY, 5th June/1901
EMPRESS OF INDIA, Comdr. O. P. MARSHALL, R.N. WEDNESDAY, 26th June/1901THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO
VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the
Trans-Pacific journey, and make connection at Vancouver with the PALATIAL
TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which
leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC
WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain
and the Continent are given choice of.Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.The attractive features of this Company's route embrace its PALATIAL
STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS
TRANS-CONTINENTAL TRAINS (the Company having received the highest award
for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT
MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and
operated by the Company, and their appointments and Cuisine are unexcelled.For further information, Maps, Guides, Books, Rates of Passage, apply to
D. E. BROWN, General Agent,
PEDDER STREET.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
HITACHI MARU, J. ANDERSON	KOBE & YOKOHAMA.	FRIDAY, 10th May, at Daylight.
KINSHU MARU, H. FRANK	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOI, and YOKOHAMA.	SATURDAY, 11th May, at 4 p.m.
AWA MARU, N. TRENZ	MAKURILLIS, LONDON AND ANTWERP, via SINGA PORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 17th May, at Daylight.
MIKE MARU, M. YAOI	MOI, KOBE & YOKOHAMA.	TUESDAY, 21st May, at Noon.
KASUGA MARU, J. E. MACDONALD	SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRIENNE.	FRIDAY, 24th May, at 4 p.m.
WAKASA MARU, J. E. MACDONALD	KOBE & YOKOHAMA.	FRIDAY, 24th May, at Daylight.
ROSETTA MARU, K. TATE	NAGASAKI, KOBE & YOKOHAMA.	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU, S. YONEZAWA	BOMBAY, via SINGAPORE and COLOMBO.	FRIDAY, 24th May, at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in
the United States, Canada and Europe, in connection with the GREAT NORTHERN RAIL-
WAY and ATLANTIC STEAMERS.For further information as to Freight, Passage, Sailings, Etc., apply at the Com-
pany's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, April 20, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHIBI	5th May.
ALOULO AND CEBU	Kaipong	6th May.
SHANGHAI	Wangpo	7th May.
MANILA	Sunkiang	9th May.
KOBE AND YOKOHAMA	Changsha	10th May.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. A duly qualified
Surgeon is carried.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, May 2, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer	Tons	Captain	Proposed Sailing
Pacoma	2811	A. Dixon	May 17
Victoria	3502	J. Pantin	May 28
Duke of York	3621	J. S. Cox	June 7

THE attention of passengers is directed to the very cheap rates offered by this Line
to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the
UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and Stewardess carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL
LINES.

HONGKONG TO NEW YORK, £43.

The Railroad travelling is second to none on the American Continent; two trans-
continental trains daily from TACOMA. Dining Car is attached to trans-continental trains
day and night; TACOMA to NEW YORK in 3 days. Magnificent Scenery of the Rocky
and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA,
TACOMA to DYER and St. MICHAEL.Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, April 19, 1901.

SCREW STEAM LAUNCH
FOR SALE.LENGTH 74 feet 6 inches; Main Bresth,
15 feet 6 inches; Mubish Depth, 5
feet 6 inches. Built at Hongkong, 1899.
Machinery and Boiler in good condition.
Apply to the Underigned,
SUN KEE PANG,
Swire, April 14, 1901.PROFESSIONAL NOTICE.
DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY,
9, VICTORIA TERRACE, TIENTSIN.
10, DE VOGUE ROAD CENTRAL, HONGKONG.
D. PETERSON, who is at present up
North may be expected back at an
early date.
Hongkong, January, 1901.

HONGKONG MARKET PRICES.

Corrected to Friday, May 3, 1901.

At 1.0.0 Cash per Dollar Mexican.

TAXES.
Highest, Lowest, Cash, Cash.

CHINESE NAMES.

Butcher Meat.

Beef mutton & prime out	150	—	尾龍扒
" Corned,...	140	—	鹹牛肉
" Roast, ...	150,	—	燒牛肉
" Soup, ...	120	—	湯牛肉
" Steak, ...	150	—	牛肉起
" Sausages, ...	150	140	牛肉腸
Bullock's Brains, ... per set	80	—	牛腦
" Tongue fresh, each	500	—	牛副
" " corned	550	—	鹹牛副
" Head, ...	500	—	牛頭
" Heart, ... lb.	90	80	牛心
" Hump, Salt	130	—	牛肩
" Feet, ... each	70	60	牛脚
" Kidneys, ...	70	—	牛腰
" Tail, ...	150	—	牛尾
" Liver, ... lb.	130	—	牛肝
" Tripe (undressed)	70	60	牛肚
Calves' Head and Feet, set	700	—	牛仔頭脚
Mutton Chop, ...	300	—	羊排骨
" Leg, ...	300	—	羊排
" Shoulder, ...	240	—	羊手
Pigs' Chittlings	70	50	豬臟
" Feet, ...	110	90	豬脚
" Fry, ...	100	80	豬雜
" Head, ...	100	80	豬頭
" Heart, ... each	70	60	豬心
" Kidneys, ... pair	120	100	豬腰
" Liver, ... lb.	200	—	豬肝
Pork Chop, ...	170	150	豬排骨
" Corned, ...	170	150	鹹豬肉
" Leg, ...	180	160	豬比
" Fat or Lard, ...	180	160	豬油
Shoeps' Head and Feet, set	500	450	羊頭脚
" Heart, ... each	60	50	羊心
" Kidneys, ...	100	90	羊腰
" Liver, ... lb.	240	—	羊肝
Sucking Figs, To Order catty	350	300	猪仔
" Beef, ... lb.	160	—	生牛油
" Mutton, ...	240	—	生牛油
" Veal, ... lb.	150	140	牛仔肉
" Sausages, ...	250	150	牛仔肉腸

Poultry.

Chicken	catty	340	—	雞仔
Capon	320	—	—	雞鴨
Ducks	220	—	—	鴨
Doves	each	—	—	斑鳩
Eggs, Hen	per 100	\$1.30	—	雞蛋
Fowls, Canton	catty	350	—	雞
" Hainan	300	—	—	海南雞
Geese, Wild Sh'el	pair	8	—	上海野鴨
Musk Deer	each	8	—	黃麝
Hare	each	—	—	兔仔
Pigeons	280	—	—	白鴿
Quail	each	140	—	鴿鴿
Rice Birds	dozen	—	—	禾花雀
Snipe	each	200	—	沙雞
Turkey, Cock	catty	700	—	火雞公
" Hen	500	—	—	火雞母
Wild Ducks	pair	8	—	上海水鴨
Teal	each	—	—	水鴨仔

Fish.

Barbel	catty	400	—	加魚
Bream	130	—	—	鯽魚
Canton Fresh Water Fish	catty	130	—	海魚
Carp	150	—	—	鯉魚
Catfish	70	—	—	赤魚
Codfish	220	—	—	鱈魚
Crabs	200	—	—	蟹
Cuttle Fish	120	—	—	墨魚
Dab	110	100	—	沙孟
Dace	140	—	—	黃尾鱈
Dog Fish	90	—	—	跌倒沙
Eels, Congor	140	—	—	海鰻
" Fresh water	240	—	—	淡水鰻
Eels, Yellow	160	—	—	黃鰻
Fresh Fish, Large	130	—	—	鮮魚
Frogs	280	—	—	田雞
Garoupe	140	—	—	石斑
Gudgeon	110	—	—	白鯧魚
Herrings	140	—	—	白鯧
Halibut	150	—	—	將軍甲
Labrus	150	140	—	黃花魚
Loach	240	—	—	烏魚
Leahem	180	—	—	龍蝦
Mackerel	200	—	—	鹹魚
Monk Fish	130	—	—	鱈魚
Mullet	220	—	—	生蠔
Oysters	140	—	—	鰻公魚
Parrotfish	110	—	—	頭鰻
Pike	100	—	—	花鰻
Salmon	160	—	—	斑魚

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